

**LEGISLATIVE SERVICES AGENCY  
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

301 State House  
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**FISCAL IMPACT STATEMENT**

**LS 6403**  
**BILL NUMBER: HB 1841**

**DATE PREPARED:** Nov 19, 1998  
**BILL AMENDED:**

**SUBJECT:** Buggy lanes.

**FISCAL ANALYST:** James Sperlik  
**PHONE NUMBER:** 232-9866

**FUNDS AFFECTED:**     **GENERAL**  
                          **X DEDICATED**  
                          **FEDERAL**

**IMPACT:** State & Local

**Summary of Legislation:** This bill requires the Indiana Department of Transportation (INDOT) to create and construct buggy lanes for horse drawn carriages and wagons operated by an individual. It provides that buggy lanes must be constructed adjacent to a designated highway, and the buggy lane is dedicated solely to buggy traffic. The bill requires a buggy lane for each direction of buggy traffic. It requires the INDOT to periodically publish maps of buggy lanes. The bill requires the INDOT to set weight limits on vehicles that travel buggy lanes. The bill provides that highways designated to receive buggy lanes are: (1) U.S. 20, between Angola and Elkhart; (2) State Road 9, from the Michigan state line to U.S. 6; and (3) State road 5, from State Road 120 to Ligonier on U.S. 6. It requires the INDOT, the Indiana State Police, and local police departments to work together on procedures to enhance the safety of buggy traffic, motor vehicles, and citizens along the buggy lane.

**Effective Date:** July 1, 1999.

**Explanation of State Expenditures:** The cost per mile to construct a rural two lane highway is estimated to range between \$1.2 million and \$1.8, depending upon the thickness of the pavement. The cost per mile for buggy lanes is estimated to be the same since the bill provides that the buggy lane must be equal in width to a single lane of highway. There will be costs associated with erecting signs, but these sign costs would be assumed within the current INDOT budget. In addition, the bill provides for INDOT to periodically publish maps showing all buggy lanes established and maintained by INDOT. If these maps would be printed at the same time and be included with the current State Highway map, there should not be any additional costs. However, if the INDOT publishes these maps separately, there will be an additional cost. The cost is estimated to be \$.70/map produced. The fund affected for INDOT is the State Highway Fund.

The bill also provides for INDOT, the State Police, and local police departments to work together on procedure to enhance the safety of buggy traffic, motor vehicles , and citizens along the buggy lane. This specific fiscal impact is indeterminable and will depend upon the amount of staff time and resources devoted to the task. The funds affected are the State Highway Fund, the State General Fund, and the Motor Vehicle

Highway Account.

**Explanation of State Revenues:**

**Explanation of Local Expenditures:** The specific fiscal impact for local police departments is indeterminable and will depend upon the amount of staff time and resources devoted to the task.

**Explanation of Local Revenues:**

**State Agencies Affected:** Department of Transportation; State Police.

**Local Agencies Affected:** Local Police Departments.

**Information Sources:** INDOT construction data; Dave Sandlin of Central Printing, 232-6252.